



Austin Transportation Department

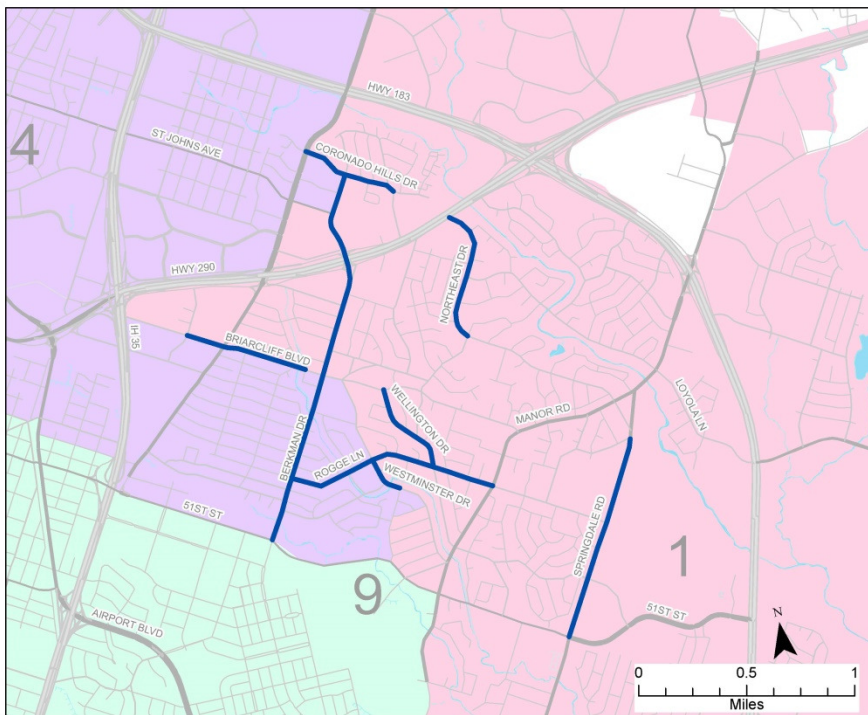
PO Box 1088

Austin, TX 78767

(512) 974-1150, Fax (512) 974-7101

Transportation Open House Feedback Summary

The following summarizes feedback received from the community about transportation concerns and needs on select streets where near-term improvements are possible through routine preventative street maintenance (resurfacing and restriping). The feedback was received via phone and email as well as at an open house held at the Windsor Park Library on Monday, April 18th. ATD is currently evaluating this input and will plan subsequent public meetings to present proposed improvements on individual streets based on this information. If you have any questions or additional feedback, please contact Elizabeth Welch at 512-974-7798 or Elizabeth.welch@austintexas.gov.



- **Berkman Drive**
(51st to U.S. 290)
- **Berkman Drive**
(Athletic to Coronado Hills)
- **Springdale Road**
(51st to Hycreek)
- **Briarcliff Blvd./Clayton Lane**
(Sheridan to Dunbury)
- **Coronado Hills Drive**
(Cameron to Creekside)
- **Rogge Lane**
(Berkman to Manor)
- **Westminster**
(Waterbrook to Rogge)
- **Northeast Drive**
(North Hampton to US 290)
- **Wellington Drive**
(Rogge to Gaston Place)

General Comments

- The Coronado Hills neighborhood gets a lot of heavy vehicle traffic. There is an AISD bus terminal at Nelson as well as a Fire Station and EMS Station
- Coronado Hills neighborhood has an aging population and large population with limited mobility – St. George's Court retirement community, public housing
- Desire for an overall master plan for transportation [Note: *The Austin Strategic Mobility Plan is a planning comprehensive transportation process that will get underway later this year. Link to more info: <http://www.austintexas.gov/edims/document.cfm?id=249318>*]
- Please no speed humps
- Need more park and rides
- Add sidewalks throughout neighborhood

Berkman (Athletic to Coronado Hills)

- AISD bus barn at Nelson field; lots of bus traffic
- Parking lot full during football games
 - Poor sight distance due to parking during games
- Left turns onto St. John's backs up northbound traffic
- Left turns into Nelson parking lot back up (across from St. John's)
- St. John's to Berkman is a good bike route
- Bike lanes under 290 drops and picks up again; would prefer continuous
- Attendee shared a crash they were personally involved in at the northwest corner of the eastbound 290 frontage road and Berkman

Springdale (51st to Hycreek)

- Pedestrian crossing should be checked at the street between Northeast Dr and Manor Rd
- Dips in the road on the northbound side, north of Region 13 AISD Service Center
- Bike path should exist on the east side of Springdale
- Make bike lanes on east side of Springdale
- Construction on both sides has poor lighting at ingress/egress (south of Norwood Hill Road)
- Sounds like base/subbase pavement issues north of 51st, south of Norwood Hill Rd
- Rogge to Hycreek – trench drains needed on east side

Briarcliff/Clayton (Sheridan to Dunbury)

- Cars parked on the road between Belfast and Nassau get hit periodically
 - Trees obstruct existing lighting and in general lighting is poor
- Desire for parking line between Nassau and Belfast like the one on Berkman
- Protected left turn needed from Briarcliff onto southbound Cameron (x4 comments)
 - Traffic can be heavy as Cameron is an alternate for I-35
- Speed issues by Mt Sinai Christian Academy (between Sheridan and Cameron)

Coronado Hills Drive (Cameron to Creekside)

- Coronado Hills and Creekside are two main entries and exits to the neighborhood due to poor connectivity and being surrounded by highways
- Lots of pedestrians cross near Glenhill Road and Creekside Drive
- Intersection at Creekside has big open space, could use roundabout
- Apartment visitors/residents park on both sides between Sevilla and Berkman
- Protected bike lane preferred
- Look everywhere that kids play to slow traffic and for crossing opportunities

Rogge Lane (Berkman to Manor)

- I don't like the safety measures around Blanton Elementary – Release is in the back of the school and there are not crosswalks or crossing guards
- I don't like speed humps
- Speed hump near Wight Cv is a surprise
- Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flash Beacon (RRFB) at Berkman and Rogge for school and park access (per neighborhood survey)
- Left turns from Rogge to Berkman have been difficult for years
- RRFB across Rogge near Berkman

- Improve park entrances (near Berkman and Rogge)
- Move bike lanes to Belfast
 - Four-way stop signs on Belfast from Broadmoor to Glencrest
- Crossing guard at Westminster and Rogge
- No speed humps desired; use other speed management devices
- At Blanton – crosswalk lights for school zone
- Need better and more frequent traffic calming devices – suggests curb extension that is depressed for water quality benefits

Westminster (Waterbrook to Rogge)

- Need blinking school zone if there isn't one (at Blanton El)
- Traffic calming needed for speeding

Northeast Drive (North Hampton to US 290)

- Do not like speed humps
- Safer crossings needed:
 - At Lehigh Drive
 - At Loyola Lane
 - Across Vanderbilt at Northeast
 - Crossing guard at Andrews Elementary School

Wellington Drive (Rogge to Gaston Place)

- No comments on Wellington
- Speed table recommended for crosswalk on Gaston Place, west of Wellington

Other Locations

- Desire for parking on Manor and also Chicon and Manor
- Manor and 51st – Back up to golf course. 7-9am, 4-6pm
- Westheimer from Cameron to Grand Canyon – parking on both sides of the street
- 290 frontage – comprehensive transportation study needed to integrate bike, ped, vehicle movements in Capital Improvement Program outlay
- Wheless – one side no parking?
- Slow down traffic on Cloverleaf
- Sidewalks missing on north side of Briarcliff
- Fix the mess that is Briarcliff/Linda/Gaston/Westminster
- Briarcliff/Westminster not ADA compliant
 - Many islands
 - Large young/old population in the area
- Leaving Bartholomew Municipal Pool is hard in any direction – right turns are hard and lefts are impossible
- Digital speed signs needed on Airport near Mueller
- Between Berkman/Cameron/Briarcliff/51st – switch stop signs from N/S to E/W every other street
- Cameron Rd at Broadmoor/51st backs up all the way to Reinli
- Shared lanes with signs works best (south of 51st in Mueller)
- Fix the mess that is Manor/Old Manor/Westminster
- Need to collaborate with Cap Metro to install sidewalks before service is added

- Get a bicycle count on Springdale at 51st and MLK from 3pm-8pm
- Sidewalk needed on 51st at Bartholomew Park
- Cameron Road and MLK both are backed up, have congestion
- Manor – Rogge – Airport center turn lane is unnecessary

Berkman (51st to 290)

- Northbound lanes merge just north of 290, causing confusion or dangerous situations; might prefer only one through lane northbound rather than two that immediately merge into one
 - Through traffic going to Cameron cuts through, requested this configuration to cut that back
- *I like the following about this street:*
 - Changes to Berkman/51st intersection
 - Bike lanes (x2 comments)
 - Bike lanes and how the white lines guide traffic
 - Bike lanes especially as Windsor Village businesses grow
- *I don't like the following about this street:*
 - Unclear whether it's permitted to pass in bike lane
 - Infrequent formal pedestrian crossings
 - Cars parking on west side of Berkman south of Broadmoor block visibility when turning from Broadmoor to Berkman
 - People using bike lane as passing lane instead of waiting for people to make a left turn (x2 comments)
 - Crosswalk signage at Rogge is stacked and not readable. Space out and put flashing lights over street
 - Cars parked on Berkman
 - Needs crosswalks
 - No center turn lane
- South of 290
 - Safe crossing across Berkman needed to bus stops and El Rancho supermarket
 - Crosswalk to El Rancho needed at Patton Ln
- At 290
 - Three through lanes on westbound 290 frontage, would support removing slip lane
 - Access to supermarket and future fast food is bad at this intersection
 - Cars turning onto Patton back up turning left; block turn into grocery store and other businesses
 - Huge curb cuts in front of the Short Stop (east side, south of 290)
 - Create left turn lane into Pollo Regio by taking ROW from tapering median
 - Bike merge is also happening here
- At Wheless (the one further south, by Harris)
 - Heavy lefts onto Wheless for school access
 - Left turn lane needed
 - Should line up with church driveway
 - Safer crossing across Berkman south of Wheless needed (at crosswalk)
- At Briarcliff
 - Northbound-Westbound left turn onto Briarcliff needs longer left turn lane; watch in the afternoon peak hour
 - Intersection with protected lefts works well
 - Move 35mph sign to south of Briarcliff

- Crossing guards are on south side of Briarcliff/Berkman – school zone should extend to include this area
- North of Northridge
 - Ped crossing needed to Windsor Village businesses/strip mall/bus stops
 - Need right turn into shopping center with Bealls, CVS, etc
- At Ridgehaven, need left turn off of Berkman
- Center left turn lane needed onto eastbound Larkwood
- In general, lack of left turn lanes causes traffic to back up, cars use bike lanes to pass build up
- At Rogge
 - Center left turn lane wanted onto Rogge
 - Additional crosswalk across Berkman, on the north side of the intersection; add RRFB or other crossing help
 - In AM, difficult to turn left onto WB Rogge due to school traffic
- Put bikes on Belfast, not Berkman
- Broadmoor to Glencrest
 - move bike lanes to Belfast
 - change E/W stop signs
- Poor sight distance looking south from eastbound Broadmoor – need to check sight distance and parking close to the intersection
- Greenbrook Pkwy
 - Safe crossing to Bartholomew Park needed (x3 comments), Rectangular Rapid Flash Beacon (RRFB), Pedestrian Hybrid Beacon (PHB), or island wanted
 - South of Greenbrook – bike lanes are used as additional lane approaching 51st
 - South southbound needs a center left turn lane onto eastbound Greenbrook
- Berkman very busy 7-9AM, 4-6PM
- At 51st – cars cutting off bike lanes to make right turns from both Berkman and 51st
 - Need safe crossing to Bartholomew Park for bikes and peds